

Cooperation of Gov-
ernment agencies.

SEC. 4. The Secretary, in administering this Act, is authorized to cooperate with and may seek and accept the assistance of any Federal, State, or municipal department or agency, or any educational or scientific institution, or any patriotic association, or any individual.

Technical advisory
committees.

(b) When deemed necessary, technical advisory committees may be established to act in an advisory capacity in connection with the restoration or reconstruction of any historic or prehistoric building or structure.

Professional, etc.,
services.

(c) Such professional and technical assistance may be employed without regard to the civil-service laws, and such service may be established as may be required to accomplish the purposes of this Act and for which money may be appropriated by Congress or made available by gifts for such purpose.

Jurisdiction.

SEC. 5. Nothing in this Act shall be held to deprive any State, or political subdivision thereof, of its civil and criminal jurisdiction in and over lands acquired by the United States under this Act.

Appropriation
authorized.
Post, p. 1795.

SEC. 6. There is authorized to be appropriated for carrying out the purposes of this Act such sums as the Congress may from time to time determine.

Conflicting laws re-
pealed.

SEC. 7. The provisions of this Act shall control if any of them are in conflict with any other Act or Acts relating to the same subject matter.

Approved, August 21, 1935.

[CHAPTER 594.]

AN ACT

August 21, 1935.

[S. 2156.]

[Public, No. 293.]

To extend the times for commencing and completing the construction of a bridge across the Chesapeake Bay between Baltimore and Kent Counties, Maryland.

Chesapeake Bay.
Time extended for
bridging, between Bal-
timore and Kent Coun-
ties, Md.
Vol. 47, p. 1560; Vol.
48, p. 939.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the Chesapeake Bay between Baltimore and Kent Counties, Maryland, authorized to be built by the Chesapeake Bay Bridge Company by section 11 of the Act of Congress approved March 4, 1933, and extended by Act of Congress approved June 12, 1934, are hereby further extended one and three years, respectively, from the date of approval hereof.

Amendment.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, August 21, 1935.

[CHAPTER 595.]

AN ACT

August 21, 1935.

[S. 2556.]

[Public, No. 294.]

To amend and supplement the steering rules respecting orders to helmsmen on all vessels navigating waters of the United States, and on all vessels of the United States navigating any waters or seas, in section 1 of the Act of August 19, 1890, section 1 of the Act of June 7, 1897, section 1 of the Act of February 8, 1895, and section 1 of the Act of February 19, 1895.

Navigation of vessels;
steering rules.
Vol. 26, p. 320.
U. S. C., p. 1449.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 1 of the Act of August 19, 1890 (ch. 802, 26 Stat. 320; U. S. C., title 33, secs. 61 to 141, arts. 1 to 31), is amended and supplemented by adding at the end thereof as section 142, title 33, of the United States Code the following:

"ART. 32. All orders to helmsmen shall be given as follows:

" 'Right Rudder' to mean 'Direct the vessel's head to starboard.'

" 'Left Rudder' to mean 'Direct the vessel's head to port.'"